

**Amendments to the Claims:**

Please amend claims 1-4. This listing of claims will replace all prior versions and listing of claims in the application.

**Listing of the Claims:**

1. (Currently amended) A centrifugal governor for being incorporated in the horizontal diesel engines, comprising:

a cylinder block including a cylinder transversely arranged and a crankshaft arranged perpendicular thereto;

a gear case provided in front of the cylinder block;

a fuel pump housed in the gear case toward the cylinder, the fuel pump including a fuel adjuster;

a governor weight located toward the crankshaft;

a governor lever provided between the governor weight and the fuel pump, wherein the governor lever is pivoted to a pivot in such a manner as to rotate in a horizontal plane;

~~a an idling~~ spring supporter extending from a middle part of the governor lever;

a speed-adjusting lever provided nearer the fuel pump than the ~~idling~~ spring supporter, in such a manner as to enable the lever to rotate in a horizontal plane;

a main spring fixed to the speed-adjusting lever at one end and to the ~~idling~~ spring supporter at the other end; and

an idling spring fixed to the governor lever at one end, and to the front wall of the gear case at the other end;

wherein the governor lever, when operated, applies a synthesized tensile force (STF) of the tensile forces (GS) of the main spring and the tensile force (IS) of the idling spring to the fuel adjuster of the fuel pump [[4]] so as to increase the supply of fuel, and cause the governor weight to decrease the fuel amount by pushing down the fuel adjuster, so that a disequilibrium between the synthetic tensile force (STF) of the two springs and the governor force (GF) is utilized for increasing or decreasing the supply of fuel through the operation of the

fuel adjuster;

wherein the idling spring is constituted as a tension coiled spring;

wherein the idling spring spring-biases the governor lever ~~to increase~~ in the direction of increasing the supply of the fuel both in the non-load set and in the low-load set (LL), and ~~decrease~~ negates the ~~fuel supply~~ spring-biasing both in the high-load set (LH) and in the full-load set.

2. (Currently amended) The centrifugal governor of claim 1, wherein the ~~idle~~-spring supporter extends backward from a middle part of the governor lever in the form of letter-T, and wherein the speed-adjusting lever is positioned nearer the fuel pump than the ~~idle~~-spring supporter in a horizontally rotative manner to support the ~~governor~~ main spring.

3. (Currently amended) The centrifugal governor of claim 1, wherein the governor lever comprises a first lever toward the weight, and a second lever toward the ~~governor~~ main spring, both lever being pivotally supported by the pivot;

wherein the fuel-adjuster is connected to the ~~seed~~ speed-adjusting lever through the first lever, a torque-up device, the second lever, and the ~~governor~~ main spring;

wherein the first lever is connected to the idle-spring and the governor weight, and the second lever ~~absorbs the tension of the governor spring when the fuel supply is stopped at the full load set (4/4), thereby maintaining the governor spring motionless in the region of overload from the full load set (4/4) up to the torque up position, and actuating the fuel adjuster through the first lever.~~

4. (Currently amended) The centrifugal governor of claim 1, wherein the idling spring spring-biases the governor lever ~~so as to increase~~ in the direction of increasing the supply of fuel in the middle low load (LML), and ~~causes it to stop the supply of fuel~~ negates the spring-biasing in the middle high-load set (LMH).

5. (Original) The centrifugal governor of claim 1, wherein the idling spring is constituted as a tension coiled spring having a hook engaged with a slot produced in the governor

lever in such a manner that the hook is slidable in the slot in a direction in which the supply of fuel is increased.

6. (Original) The centrifugal governor of claim 1, wherein the idling spring is constituted as a tension coiled spring having a hook engaged with a pin erected on the governor lever in such a manner that the hook is slidable along the pin in either of the directions in which the supply of fuel is increased or decreased.